Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Previously Presented) Apparatus for use in a motor vehicle, comprising:

a first steering link having a first socket at an end thereof;

a second steering link having a second socket at an end thereof;

a steering knuckle having a spindle for supporting a wheel for rotation and a steering arm having a through hole, the through hole comprising a first tapered portion oriented toward a first side of the steering arm and a second tapered portion oriented toward a second side of the steering arm; and

a stud passing through the through hole in the steering arm and defining a link attachment axis, the stud comprising a first stud portion and a second stud portion, the first stud portion comprising a first ball portion disposed adjacent the first side of the steering arm and received in said first socket for pivotal movement of said first link relative to said first ball portion and a first shank portion extending from the first ball portion, the first shank portion having a conical portion engaging the first tapered portion of the through hole, and the second stud portion comprising a second ball portion disposed adjacent the second side of the steering arm and received in said second socket for pivotal movement of said second link relative to said second ball portion and a second shank portion extending from the second ball portion, the second shank portion having a conical portion engaging the second tapered portion of the through hole .

2. (Previously Presented) Apparatus according to claim 1 wherein the steering arm extends forwardly from the wheel.

3. (Original) Apparatus according to claim 1 wherein the steering knuckle is attached to a drive axle.

4. (Previously Presented) Apparatus according to claim 1 wherein the first steering link is a drag link, and the second steering link is a tie rod.

5. (Cancelled)

6. (Currently Amended) The apparatus according to claim 1 wherein:

said second stud ~~part~~portion has a through opening extending axially through said second stud ~~part~~portion; and

said first shank portion extends through said through hole in said steering arm and through said through opening in said second stud ~~part~~portion.

7. (Currently Amended) The apparatus according to claim 1 wherein:

said first shank portion has a male threaded end distal from the first ball portion;

said second stud ~~part~~portion has a female threaded hole; and

said first shank portion extends through said through hole in said steering arm and said male threaded end engages said female threaded hole in said second stud ~~part~~portion to secure said first stud ~~part~~portion to said second stud ~~part~~portion.

8. (Currently Amended) The apparatus according to claim 1 wherein:

said first shank portion has a female threaded hole in an end distal from the first ball portion;

said second stud ~~part~~portion has a through opening extending axially through said second stud ~~part~~portion; and

said first shank portion oextends through said through hole in said steering arm and into said through opening in said second stud ~~part~~portion from a first end thereof, a male threaded fastener being inserted into said through opening from a second end thereof and threadingly engaging said female threaded hole in said first shank portion to secure said first stud ~~part~~portion to said second stud ~~part~~portion.

9. (Previously Presented) A ball joint unit for use in a motor vehicle steering linkage, comprising:

a steering knuckle for supporting a wheel and having a generally vertical through hole, the through hole comprising a first tapered surface oriented toward a first side of the knuckle and a second tapered surface oriented toward a second side of the knuckle;

a first stud part having a first ball portion and a first shank portion extending therefrom into the through hole, the first shank portion having a conical shank portion that engages the first tapered surface, and;

a second stud part having a second ball portion and a second shank portion extending from the second ball portion and into the through hole, the second shank portion having a conical shank portion that engages the second tapered surface.

10. (Cancelled)

11. (Previously Presented) The ball joint unit according to claim 9 wherein:

said second stud part has a through opening extending axially therethrough; and

said first shank portion extends through said through hole in said steering knuckle and through said through opening in said second stud part.

12. (Previously Presented) The ball joint unit according to claim 9 wherein:

said first shank portion has a male threaded end distal from the first ball portion;

said second stud part has a female threaded hole; and

said first shank portion extends through said through hole in said steering knuckle and said male threaded end engages said female threaded hole in said second stud part to secure said first stud part to said second stud part.

13. (Previously Presented) The ball joint unit according to claim 9 wherein:

said first shank portion has a female threaded hole in an end distal from the first ball portion;

said second stud part has a through opening extending axially through said second stud part; and

said first shank portion extends through said through hole in said steering knuckle and into said through opening in said second stud part from a first end thereof, a male threaded fastener being inserted into said through opening from a second end thereof and threadingly engaging said female threaded hole in said shank portion of said first stud part to secure said first stud part to said second stud part.

14. (Cancelled)